TABLE 2.10 - E BELTWAY PRELIMINARY COST ESTIMATES - ENGLISH UNITS 1996 DOLLARS

Value Display Displa	ROUTE 17	ſ		ROUTE 16			ROUTE 14			ROUTE 11			ROUTE 10			ROUTE 9			ROUTE 8			ROUTE 3			ROUTE 2		
Company Comp	UNIT			UNIT			UNIT			UNIT			UNIT			UNIT			UNIT			UNIT			UNIT		
Section Sect	T PRICE AMOUNT	QUANTITY UNIT	AMOUNT	PRICE	QUANTITY UNIT	AMOUNT	PRICE	QUANTITY UNIT	AMOUNT	PRICE	QUANTITY UNIT	AMOUNT	PRICE	QUANTITY UNIT	AMOUNT	PRICE	QUANTITY UNIT	AMOUNT	PRICE	QUANTITY UNIT	AMOUNT	PRICE	QUANTITY UNIT	AMOUNT	PRICE	QUANTITY UNIT	ITEM
Section Sect																											WILDERNESS PARK
Second			_						-																		
Part		1				, .			\$0 \$0			\$0 \$0		· · · · · ·				ll l			, ,				\$90		
Part	υ <u>Ψ</u> Σ	1		Ψ-	702,000 00 70	\$0	ŲL.	0 00,0	\$0	Ψ-	0 00,0	\$0	Ψ.	· ·		Ψ.	702,000 00 70	ll l	Ψ <u>L</u>	702,000 00 70	\$0	Ψ_			Ψ_	702,000 04 74	
Note			\$13,636,000			\$0			\$0			\$0			\$13,636,000			\$13,636,000			\$0			\$13,636,000			total
Second content	\$3,550,000 \$7,100,00	2 ea	\$7,100,000	\$3,550,000	2 ea	\$3,550,000	\$3,550,000	1 ea	\$3,550,000	\$3,550,000	1 ea	\$3,550,000	\$3,550,000	1 ea	\$3,550,000	\$3,550,000	1 ea	\$3,550,000	\$3,550,000	1 ea	\$7,100,000	\$3,550,000	2 ea	\$7,100,000	\$3,550,000	2 ea	HALF CLOVERLEAF
Part	t \$90 \$1,890,0	21,000 saft	\$1,800,000	\$00	21 000 saft	\$1,800,000	\$00	21 000 sq.ft	\$1,890,000	\$00	21 000 sa ft	\$1,800,000	\$00	21,000 saft	\$1,800,000	\$00	21 000 saft	\$1,890,000	\$00	21,000 saft	\$1,800,000	\$00	21,000 saft	\$1,800,000	\$00	21 000 saft	
Part		'		,												,,,,	•			· ·						•	
Columbia	rd \$35 \$560,0	16,000 sq yd	\$560,000	\$35	16,000 sq yd	\$560,000	\$35	16,000 sq yd	\$560,000	\$35	16,000 sq yd	\$560,000	\$35	16,000 sq yd	\$560,000	\$35	16,000 sq yd	\$560,000	\$35	16,000 sq yd	\$560,000	\$35	16,000 sq yd	\$560,000	\$35	16,000 sq yd	ramps
NEIGHOUSE State	\$3,550,0		\$3,550,000			\$3,550,000			\$3,550,000			\$3,550,000			\$3,550,000	total each		\$3,550,000	total each		\$3,550,000			\$3,550,000	total each		total each
Property 1.00 1.0	\$4,530,000 \$9,060,00	2 ea	\$9,060,000	\$4,530,000	2 ea	\$13,590,000	\$4,530,000	3 ea	\$13,590,000	\$4,530,000	3 ea	\$13,590,000	\$4,530,000	3 ea	\$13,590,000	\$4,530,000	3 ea	\$13,590,000	\$4,530,000	3 ea	\$9,060,000	\$4,530,000	2 ea	\$9,060,000	\$4,530,000	2 ea	
Part	\$90 \$1,890,0	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	
Part		1		7-	1		,	'					7-					ll l	,	1		,	'			-	embankment
DAMOND INTERCHANGE B ea \$ \$3.079.500 \$ \$24.686.000 B ea \$ \$3.079.500 \$ \$24.686.000 T ea \$ \$3.079.500 \$ \$21.586.500 T ea \$ \$2.214.000	d \$35 \$1,120,0 \$4,530,0	32,000 sq yd		\$35	32,000 sq yd		\$35	32,000 sq yd		\$35	32,000 sq yd		\$35	32,000 sq yd			32,000 sq yd	ll l		32,000 sq yd		\$35	32,000 sq yd			32,000 sq yd	
## STREAMCROSSING 1 call reach 1/1/10 styld 1	\$3,079,500 \$21,556,5	7 ea		\$3,079,500	7 ea		\$3,079,500	7 ea		\$3,079,500	7 ea		\$3,079,500	7 ea			7 ea			7 ea		\$3,079,500	8 ea			8 ea	
## STREAMCROSSING 1 call reach 1/1/10 styld 1	, doo d4 000 /	04.000 #	#4 000 000	roo.	04.000 #	#4 000 000	***	04.000 #	#4 000 000	#00	04.000 #	# 4 000 000	# 00	04.000 #	#4 000 000	roo.	04 000 8	#4 000 000	600	04.000 #	#4 000 000	**	04.000 #	\$4.000.000	*	04.000 #	
11,700 sq/yd 535 5408,500 11,7		'		,	· ·		,				'		,			,,,,	•	ll l				,			,,,,	•	
ROADWAY CROSSING 11 ea \$2,214,000 \$24,354,000 \$9 ea \$2,214,000 \$19,928,000 \$11 ea \$2,214,000 \$24,354,000 \$10 ea \$2,214,000 \$24,		1			1		,	1			1			· ·			=	ll l								-	
Structure 21,000 sq ft 590 \$1,890,000 52,214	\$3,079,5		\$3,079,500			\$3,079,500			\$3,079,500			\$3,079,500			\$3,079,500	total each		\$3,079,500	total each		\$3,079,500			\$3,079,500	total each		total each
## embankment total each total ea	\$2,214,000 \$19,926,0	9 ea	\$22,140,000	\$2,214,000	10 ea	\$22,140,000	\$2,214,000	10 ea	\$24,354,000	\$2,214,000	11 ea	\$22,140,000	\$2,214,000	10 ea	\$22,140,000	\$2,214,000	10 ea	\$24,354,000	\$2,214,000	11 ea	\$19,926,000	\$2,214,000	9 ea	\$24,354,000	\$2,214,000	11 ea	ROADWAY CROSSING
Total each \$2,214,000	\$90 \$1,890,0	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	structure
RAILROAD CROSSING 2 ea \$2,214,000 \$4,428,000 4 ea \$2,214,000 \$8,856,000 1 ea \$2,214,000 \$2,214,000 \$2,214,000 \$2,214,000 \$3 ea \$2,214,000 \$6,642,000 3 ea \$2,214,000 \$6,642,000 1 ea \$2,214,000 \$2,214,000 \$3 ea \$2,214,000 \$4,428,000 1 ea \$2,214,000 \$2,214,000 \$2,214,000 \$3 ea \$2,214,000 \$4,428,000 1 ea \$2,214,000 \$2,214,000 \$3 ea \$2,214,000 \$4,428,000 1 ea \$4,428,000 1		1		\$2	162,000 cu yd	\$324,000	\$2	162,000 cu yd		\$2	162,000 cu yd		\$2	162,000 cu yd		\$2	162,000 cu yd	ll l	\$2	162,000 cu yd		\$2	162,000 cu yd		\$2	162,000 cu yd	embankment
Structure 21,000 sq ft \$90 \$1,890,000 162,000 cu yd \$2 \$224,000 162,000 cu yd \$2 \$224,000 \$2,214	\$2,214,0		\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			total each
embankment 162,000 cu yd \$2 \$324,000 \$2,214,00	\$2,214,000 \$6,642,00	3 ea	\$2,214,000	\$2,214,000	1 ea	\$6,642,000	\$2,214,000	3 ea	\$6,642,000	\$2,214,000	3 ea	\$6,642,000	\$2,214,000	3 ea	\$2,214,000	\$2,214,000	1 ea	\$2,214,000	\$2,214,000	1 ea	\$8,856,000	\$2,214,000	4 ea	\$4,428,000	\$2,214,000	2 ea	RAILROAD CROSSING
total each \$2,214,000	\$90 \$1,890,0	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	\$1,890,000	\$90	21,000 sq ft	structure
STREAM CROSSING 1 ea \$756,000 \$756,000 2 ea \$756,000 \$1,512,000 1 ea \$756,000 \$2 ea \$756,000 \$1,512,000 1 ea \$756,000 \$2 ea \$756,000 \$1,512,000 1 ea \$756,000 \$1,512,		1		\$2	162,000 cu yd		\$2	162,000 cu yd		\$2	162,000 cu yd		\$2	162,000 cu yd		\$2	162,000 cu yd	ll l	\$2	162,000 cu yd		\$2	162,000 cu yd		\$2	162,000 cu yd	
structure 8,400 sq ft \$90 \$756,000 8,400 sq ft	\$2,214,0		\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			\$2,214,000			total each
	\$756,000 \$756,00	1 ea	\$756,000	\$756,000	1 ea	\$1,512,000	\$756,000	2 ea	\$2,268,000	\$756,000	3 ea	\$1,512,000	\$756,000	2 ea	\$756,000	\$756,000	1 ea	\$756,000	\$756,000	1 ea	\$1,512,000	\$756,000	2 ea	\$756,000	\$756,000	1 ea	STREAM CROSSING
embankment 0 cuya \$2 \$0 0 cuya					i .		\$90			\$90			,	· .		\$90		\$756,000						\$756,000	,		
total each \$756,000 \$756,000 \$756,000 \$756,000 \$756,000 \$756,000	rd \$2 \$756,0			\$2		, -	\$2	0 cu ya	7.7	\$2	0 cu ya	·	\$2			\$2	0 cu ya	\$756,000	\$2			\$2		\$756,000	\$2	0 cu ya	
INTERSECTION, AT GRADE 0 ea \$500,000 \$0 0 ea \$500,000 \$0 1 ea \$500,000 \$500,000 1 ea \$500,000 \$500,000 1 ea \$500,000 \$0 0 ea \$500,000 \$0 0 ea	\$500,000	0 ea	\$0	\$500,000	0 ea	\$500,000	\$500,000	1 ea	\$500,000	\$500,000	1 ea	\$500,000	\$500,000	1 ea	\$500,000	\$500,000	1 ea	\$500,000	\$500,000	1 ea	\$0	\$500,000		* -		0 ea	INTERSECTION, AT GRADE
PAVEMENT 538,400 sq yd \$35 \$18,844,000 571,936 sq yd \$35 \$20,017,760 575,484 sq yd \$35 \$21,584,570 640,287 sq yd \$35 \$21,584,570 640,287 sq yd \$35 \$21,044,240 621,100 sq yd \$35 \$21,738,500 594,394 sq yd \$35 \$20,803,790 616,702 sq yd \$35 \$21,584,570 640,287 sq yd \$35 \$21,584,570 640,287 sq yd \$35 \$21,738,500 594,394 sq yd \$35 \$21,738,5		1	- 1															ll l									
CONNECTING LINK PVMT 151,419 sq yd \$25 \$3,785,475 225,269 sq yd \$25 \$5,631,725 225,269 sq yd \$25 \$5,631,725 235,627 sq yd \$25 \$5,631,725 309,422 sq yd \$25 \$5,435,125 309,422 sq yd \$25 \$7,735,550 315,544 sq yd \$25 \$7,888,600 297,322 sq yd \$25 \$7,888,600 297,322 sq yd \$25 \$7,433,050 301,741 sq yd \$2 \$7,543,625 381,658 sq yd \$25 \$1,433,300 cu yd \$2 \$2,485,200 1,316,553 cu yd \$2 \$2,485,200 1,316,553 cu yd \$2 \$2,633,106 1,324,719 cu yd \$2 \$2,839,204 1,473,892 cu yd																		ll l					' '				
CULVERTS (major) 3 ea \$250,000 \$750,000 4 ea \$250,000 \$1,500,000 5 ea \$250,000 \$1,500,000 6 ea \$250,000 \$1,500,000 6 ea \$250,000 \$1,500,000 81,	\$250,000 \$2,000,0	1			· ·			1			1			-			-			· ·			II			· ·	" "
SUBTOTAL \$109,834,675 \$100,372,591 \$110,088,553 \$106,612,729 \$102,538,418 \$106,454,200 \$101,713,654 \$109,929,799	\$101,939,7		\$109,929,799			\$101,713.654			\$106,454.200			\$102,538.418			\$106,612,729			\$110,088,553			\$100,372.591			\$109,834,675			SUBTOTAL
HOUSES 22 ea \$500,000 \$11,000,000 16 ea \$500,000 \$8,000,000 15 ea \$500,000 \$7,500,000 17 ea \$500,000 \$8,500,000 12 ea \$500,000 \$6,000,000 24 ea \$500,000 \$12,000,000 17 ea	\$500,000 \$8,500,0						\$500,000	12 ea		\$500,000	14 ea		\$500,000			\$500,000	18 ea		\$500,000	15 ea		\$500,000			\$500,000	22 ea	
RIGHT-OF-WAY 0 ac \$10,000 \$0 300 ac \$10,000 \$3,000,000 827 ac \$10,000 \$8,270,000 597 ac \$10,000 \$5,970,000 1,251 ac \$10,000 \$12,970,000 1,000 ac \$10,000 \$10,000,000 900 ac \$8,000 \$7,200,000 900 ac	\$8,000 \$7,200,0		- 1					· ·	\$12,970,000			\$12,510,000						ll l						\$0			
RIGHT-OF-WAY 1,159 ac \$12,000 \$13,908,000 896 ac \$12,000 \$10,752,000 400 ac \$12,000 \$7,200,000 0 ac \$12,000 \$0 0 ac \$12,000 \$2,856,000 407 ac \$12,000 \$4,884,000 425 ac	\$12,000 \$5,100,0		- 1		407 ac			238 ac	\$0		0 ac	\$0		0 ac			600 ac	ll l		400 ac			896 ac			1,159 ac	
ENGINEERING DESIGN 6% \$6,590,081 6% \$6,022,355 6% \$6,605,313 6% \$6,605,313 6% \$6,605,313 6% \$6,595,788 6% \$6,605,313 6% \$6,595,788 6% \$6,5	6% \$6,116,3 8% \$8,155,1		- 1															ll l									
CONTINGENCIES 25% \$27,458,669 25% \$25,093,148 25% \$27,522,138 25% \$26,653,182 25% \$25,646,605 25% \$26,613,550 25% \$25,428,414 25% \$27,482,450	25% \$25,484,9		- 1									l l						ll l									
TOTAL \$177,578,198 \$161,269,901 \$173,593,089 \$170,361,693 \$163,538,401 \$167,941,338 \$160,237,979 \$176,886,421	\$162,496,2		\$176,886,421			\$160,237,979			\$167,941,338			\$163,538,401			\$170,361,693			\$173,593,089			\$161,269,901			\$177,578,198			TOTAL

*Includes two railroad crossings and one stream crossing